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No. 19,424 號四廿百四千九萬一第 日九十月七年申庚 HONGKONG, WEDNESDAY, SEPTEMBER 1st, 1920. 三拜禮 號一月九年九國民華中 PRICE, \$3 PER MONTH.

For particulars apply to—
H. KOMURA, Manager

CLAIM FOR SALARY.

H. C. BEST v. W. G. HUMPHREYS & CO.

ALLEGED WRONGFUL DISMISSAL.

In the Summary Court, yesterday, before the Acting Judge, Mr. Justice Wood, an interesting case was heard in which Mr. H. C. Best, of Messrs. W. G. Humphreys & Co. for \$750; \$250 for arrears of salary from May 1st to 15th, 1919, and \$500, being one month's salary from May 15th to June 15th, 1919, as damages for wrongful dismissal on May 15th, 1919.

Mr. Turner, of Messrs. Deacon, Looker, Deacon & Barton, appeared for plaintiff and Mr. Blake of Messrs. Wilkinson & Grant for defendant.

Mr. Turner, in opening the case, read a statement of agreed facts. This was to the effect that in August 1916, the plaintiff agreed to serve defendant as manager of their machinery department at \$500 a month. On February 16th plaintiff tendered his resignation, which was accepted to take effect from the end of June. On March 25th the Union Engineering Company was registered in Hongkong, having offices adjacent to those of the Union Trading Company. The plaintiff was a subscriber to the memorandum of association holding 25 out of 100 shares. The parties further set out that it was the intention of Mr. Best as managing director of the Company to be secured. On May 15th plaintiff was discovered by Mr. W. G. Humphreys sitting at a fully-furnished desk in the office of the Union Engineering Company. Mr. Humphreys had an interview with him and asked for an explanation. Defendant dismissed plaintiff because they were of opinion that he was employed by the Union Engineering Company.

It was the opinion of the plaintiff that he was actually employed by the Union Engineering Company, he (Mr. Turner) would have no more to say. Their contention was that no matter how suspicious the circumstances were, the plaintiff was not employed by the Union Engineering Company.

Mr. B. Churn, deposed that he was general manager of the Union Trading Company, who were general managers of the Union Engineering Company. He was a shareholder in the latter company, as was Mr. Best. On May 15th, 1919, Mr. W. G. Humphreys came into the office of the Union Engineering Company and saw Mr. Best sitting at a fully furnished desk. Mr. Humphreys said to witness: "I find Best in the room working." Witness said: "No, there is no work for him to do." He then spoke of other matters. Mr. Best had asked his permission to have his letters addressed to his office and witness agreed. The business was not started for some considerable time after that, although the reason for the business not being started was due to the fact that Mr. Best had not severed his connection with Messrs. W. G. Humphreys & Co. The agreement was signed after October. Plaintiff did not sign any correspondence before November 1st, 1919. Witness prepared the Articles of Association with his solicitors. The Company was called the Union Engineering Company.

Cross-examined by Mr. Blake, witness said the post Mr. Best now held was a better one than that which he held in the Engineering branch of Messrs. W. G. Humphreys & Co. He had known Mr. Best for many years. He said Mr. Best was a shareholder of the Union Engineering Company. Mr. Best did not advise about the articles of association; he was shown a draft after they had been drawn up. It was pointed out that these articles said the Company should forthwith enter into agreement with plaintiff, and witness said the word "forthwith" was merely a legal term, when used in the sense of "make an agreement forthwith." Mr. Best had not done any work at the time, because there was no work to do. Machinery was bought from all parts of the world. Mr. Best went to the United States for his holiday. Mr. Best was now responsible for the buying of machinery, etc., subject to the approval of witness. The reason for not commencing the engineering business earlier was due to the lack of a technical man. The company had been proposed in 1918.

In reply to Mr. Blake, witness said that Mr. Best was entitled to a salary from November 1st, 1919.

Witness said Mr. Blake, witness said Mr. Best paid his travelling expenses, but witness agreed a credit at Hongkong for \$5,000.

Plaintiff in the witness box, stated that the reason for his being found in the office of the Union Engineering Co. in May, was that he went there to get his mail. As his mail had been regularly delivered at Messrs. Humphreys & Co., he made arrangements for them to be addressed to him at the other office. Mr. W. Humphreys came into the office and said: "I want to see you." When witness went into Mr. Humphreys' office he was asked: "Why didn't you tell me you were going to work with another firm?" Witness replied: "I am leaving you, and I do not want to work for you any more." Mr. Humphreys commenced to blackguard him. His agreement with Mr. Humphreys was to terminate in June, 1919. He had written to them in February, 1919, and they did not give him a definite reply. In his conversation with Mr. Humphreys the latter tried to coax him and dangle before him better terms. He, however, had made up his mind to leave on the termination of his agreement. He went to America towards the end of June. He travelled on business for the firm he was now employed by during the time he was with Messrs. Humphreys & Co. He had told people that he was going on business on his return from America. He had not written any letters with a view to obtaining orders. Mr. Humphreys dismissed him. He said: "Get out." He gave no reason whatever for the dismissal. He only spoke about witness doing other things and criticized them. He agreed the agreement as manager of the other Company and his return from America.

Mr. Blake deposed that he could not recall Mr. Humphreys as to the plaintiff's statements. Mr. Humphreys was now in England.

Mr. Justice Wood inquired whether the two solicitors agreed to leave it to him to decide whether Mr. Best was dismissed or not.

Mr. Turner said he could not agree.

Mr. Blake said that the work was for damages for wrongful dismissal, and he was wanting the plaintiff to prove that.

His Honour remarked that the agreed statement of facts admitted the dismissal.

Mr. Blake suggested that the point should be kept aside for the present, and dealt with later, if necessary. At present they could proceed on the supposition that defendant had dismissed plaintiff.

His Honour agreed, stating that if he found against defendant, he would assume on the agreed facts, and he would then take the other points.

Plaintiff, continuing his evidence, stated that there were "lots of other conversations" between him and Mr. Humphreys which he could not remember. Witness told him: "I have given you my resignation, and it is a month overdue." Mr. Humphreys told him to get out, and that he would get Mr. Ferrell to take his place. Witness replied: "All right, I will hand everything over to Mr. Ferrell, and will go."

Cross-examined, witness said that he went to see Mr. Shenton (solicitor) about the matter.

A letter written by Messrs. Deacon, Looker, Deacon & Barton to Messrs. W. G. Humphreys & Co. was read. There was a reference to possible action by the American Consul "at your entire risk."

Witness said he had heard that a big action was to be taken against him, and that defendant were going to prevent his departure for America. Mr. Humphreys was afraid of witness' business abilities. He had been on good terms with Messrs. Humphreys & Co. The only fault was that the books were not kept well. They had paid \$25,000 in acquisition and the sum was passed through some other department, and not his. He had known Mr. Churn for some considerable time. He had told various people he was leaving Humphreys & Co. He had discussed matters with Mr. Churn after office hours. His work at Messrs. Humphreys & Co.'s Engineering Department was merely that of a figure-head, a status.

Mr. Blake, addressing His Honour, submitted that he had no case to answer, firstly because plaintiff had admitted in the box that he said in fact to Mr. Humphreys: "I want in my resignation, I was only obliged to give you one month's notice. Instead of that I gave you three months' notice. I do not want to work for you any more. I will go today." Mr. Humphreys replied: "Clear out, I do not want you."

That was the issue as to dismissal. As regards the other issue he submitted that his friend had not made out any case at all.

Mr. Blake referred to the case of Pearce v. Foster, 17, Q.B.D., 1890. In that case he said there was a clerk in a city firm and his abridgement business was to advise financial matters, commissions and investments. He was employed as a very substantial salary for a term of ten years, and the firm was so confident of him that they did not put in any clause about the termination of that contract. He was discovered, during the continuance of the term, to be engaged in very large speculative transactions on the stock exchange entirely apart from his employers' business and they dismissed him. This was held to have been rightly done. That case was on all fours with the present one. The firm had confidence in Mr. Best, and in February, 1919, he gave notice to terminate his engagement. At the same time that notice was given Mr. Best knew Mr. Churn. As His Honour was aware, registration of a Company could not be done in a few hours, and he submitted that the Company was in process of formation just after February 15th. Mr. Best said he had discussed matters with Mr. Churn, therefore he knew about it. Directly he gave notice he had made up his mind to become a subscriber to a concern which he knew was a rival concern, and was in direct conflict with the company for which he was then working. Whether the new company was working at the time or not did not matter, as long as they were negotiating and laying the foundation of their business.

His Honour remarked that the real issue was whether on May 25th plaintiff had or had not been in other employ.

Mr. Blake said that the proof of wrongful dismissal had entirely failed, and he was entitled for judgment with costs.

Plaintiff was recalled and in reply to His Honour said that he had not informed Mr. Humphreys when the new company was formed. As far as he knew Mr. Humphreys had known nothing about the company.

Mr. Turner said that Messrs. Humphreys & Co. were annoyed because there was a restricted covenant. The question was who was going to be believed, though in making that statement he did not mean that Mr. Humphreys did not honestly believe what he said. He submitted that Mr. Humphreys should have taken more care to ascertain the real facts. That had not been done. He had asked plaintiff to leave his employ. The onus was on the defence to prove that plaintiff committed such acts as had entitled the defendants to dismiss him.

The case referred to by Mr. Blake was one dealing with the stock exchange, where it was a rule that no clerk was allowed to have dealings in shares. Mr. Blake said that Mr. Best had no business to take any share in any company whose business was in conflict with the firm he was employed by.

His Honour remarked that if the employees discovered that a firm had a financial interest in a firm, that in itself was a sufficient reason for dismissal.

Mr. Blake: That is so. The whole point is whether his interests were not in conflict with those of his employers.

Mr. Turner submitted that it was a covenant, and was not on the same footing as a firm, and that Mr. Best was a partner in the Company.

(Continued on first of next column)

DISCUSSION OVER HORLICK'S MALTED MILK.

CHINESE SHOP-KEEPERS CHARGED.

Mr. J. S. Churn, a resident of Wanchai, summoned two Chinese shopkeepers of Queen's Road East before Mr. N. L. Smith, for assault.

The complainant said that on Monday he sent his little girl to the defendant's shop to buy a medium-sized bottle of Horlick's malted milk, the price of which was 75 cents. The child returned with a small bottle, for which she said she had been charged 25 cents. When she went to the shop and asked for the first defendant, who told him that he did not have any medium-sized bottles in stock. He could either take the small bottle or a large one for \$1.00. Witness said he would take neither, and asked that his money be refunded. The first defendant refused to do so, saying he could have his value in other goods. Witness then threatened the second defendant with his fist, and the second defendant pushed him away from the shop, while the first defendant struck him a blow on the face.

The second defendant said that the complainant was very abusive when the first defendant told him that he had no medium-sized bottles of malted milk in stock. Among other things, he said: "I'll break your jaw, you Chinese man." Witness said that he had told the complainant to leave the shop, and refused, and witness struck him a blow on the face. It was not true that either witness or his boy had struck the complainant.

The Magistrate bound the defendants over to be of good behaviour for six months in the sum of \$50 each.

PAIR OF SCISSORS AS WEAPON.

CHARGE OF WOUNDING.

Mr. T. Rowan appeared before Mr. R. O. Hutchison, yesterday, to defend a Chinese charged with wounding another Chinese with a pair of scissors.

Inspector Willis said that about 7 p.m. on Monday, a crowd was watching a sword performance, when suddenly a fight occurred between the defendant and the complainant. The former, it was alleged, accused the latter of leading him. A constable stopped the fight and sent the men away. Witness said that he was still watching the performance, when suddenly a crowd came and stood behind him. Witness said he was then trouble, witness walked away, but the defendant followed him, and suddenly stabbed him in the back with the scissors. Pulling the scissors out of his back, witness gave chase. His cries attracted the attention of a passer-by who joined in the chase. They chased the defendant into Taiwo Street, where he was arrested on the staircase of a house.

After another witness and the detective had been called, Mr. Rowan asked leave to call the defendant's employer, and a fact to prove that the defendant was known in the shop, where he worked, as a country idiot.

The Magistrate found the defendant guilty and imposed a fine of \$5 or ten days' hard labour. He also bound him over in the sum of \$50 to be of good behaviour for six months.

THEFT OF WATERPROOF COATS.

ACCUSED SENTENCED TO THREE MONTHS' HARD LABOUR.

A Chinese was charged at the Magistrate's yesterday, with the theft of four waterproof coats, the property of Messrs. Whiteway, Ltd., of the Company.

Evidence for the prosecution, during which the defendant walked into the shop on Monday, and after taking a stroll and departed without making any purchases. Later, Mr. Webb, again noticed him enter the shop, this time with a grip in his hand. Stopping him, Mr. Webb asked him to open the grip, and the defendant, without approaching any of the counters, and suddenly disappeared out of sight for a few minutes. When, with his grip bulging, the defendant was seen making for the entrance of the shop, Mr. Webb intercepted him, and opening his grip, found the four waterproof coats. He was handed over to the police.

A further charge of pawing a roll of cloth, believed to have been stolen, was not proceeded with, as the police said that they had not been able to trace the owner to the property.

The Magistrate (Mr. Smith) convicted the defendant on the first charge and passed sentence of three months' hard labour.

liberty to have shares in any company provided that in having those shares he did not act contrary to his duty while he was employed by a particular firm. Mr. Best had given evidence before the registration of these shares, and submitted that the claim had been fully established.

His Honour said that he was inclined to take the view that the plaintiff's claim in 1919 had not got similar employment, and that the defendant was justified in dismissing him. They were justified by the fact that he was a substantial shareholder in the Union Engineering Company. That was the only reason he must consider that the Company was a very substantial shareholder in the Company. He submitted that the defendant was not a shareholder in the Company.

KOWLOON RESIDENTS AT VARIANCE.

CHARGE OF ASSAULT.

Before Mr. N. L. Smith, at the Magistrate's yesterday, Mr. Edward Brown, of Kowloon, and Mr. Rufus Garcia, also of Kowloon, for assault.

Mr. H. Lyons appeared for the complainant and informed the Magistrate that Mr. Lee d'Almeida, who had been retained for the defence, had requested him to ask for a witness, Mr. (Mr. d'Almeida) was engaged at the Supreme Court, and was unable to attend.

The Magistrate remanded the case until Friday afternoon.

OPPIUM.

A Chinese, said to be a boatman, was yesterday charged before Mr. R. O. Hutchison, at the instance of Inspector Gordon of the Water Police, with the unlawful possession of 25 tins of loose opium and 25 tins of opium cakes.

Inspector Gordon said that at 2 p.m. on Monday, a European sergeant who was on duty on one of the police launches, boarded a sampan in the harbour and searched it for contraband. After a short search, a tin was discovered concealed in some cartons in the sides of the vessel. The defendant, a small boy, was the only person on board at the time, and the sergeant arrested him. The boy had since been released as there was no evidence against him.

The defendant said he was not the master of the boat. He went on board to visit the master of the boat, and the latter was being boarded at the time he waited for him. He was not on board five minutes when the police launch came alongside, and the boat was searched and the drug discovered.

The Magistrate convicted the defendant and sentenced him to a fine of \$1,000, or three months' hard labour. The drug was confiscated.

"SNATCHING" CASE.

CHINESE SEVERELY DEALT WITH.

A Chinese charged before Mr. N. L. Smith yesterday, with snatching a bundle containing \$50 in notes and two photo films from a Chinese girl in Queen's Road Central on Monday, was sentenced to nine months' hard labour and eight strokes.

Evidence showed that the complainant, who had been out shopping, was walking along Queen's Road Central, with the money and film tied up in a handkerchief, when the defendant came up from behind and snatched the bundle, ran away. The complainant raised an alarm and gave chase. The defendant ran down Murray Road, where he was intercepted by an Indian Inspector. He had the bundle in his hand when he was arrested.

SIBERIAN REFUGEES FUND.

Mrs. Lavrents gratefully acknowledges receipt of clothing from Mrs. Winslow and Mrs. Bird, Mr. Redmond and Mr. Layton and several anonymous donors, also \$5 from the Helena May Institute for pictures. The need is still great and further gifts of clothing will be thankfully received at St. John's Place.

INTERPORT CRICKET.

SINGAPORE TO SEND A TEAM.

Cricket enthusiasts in this Colony will be interested to learn that there is a possibility of Singapore participating in the Interport Cricket Tournament to be held in Hongkong early in November. There seems to be every prospect of a really good team being selected at Singapore. The visit of the Singapore team, in synchronism with that of the Shanghai team and there would thus be a triangular tournament.

Though there is only a matter of two months before the Hongkong has not even started practice. It is true that the weather, either wet or sultry, offers no encouragement to young men to turn out as practice, but a good spell of practice is necessary if either Shanghai or Singapore is not to be allowed to carry off the cricket honours.

Since the conclusion of peace several well-known public school cricketers have made Hongkong their temporary home. They have also several old and well-cried cricketers, who have played during the last two or three seasons, and most favourable of all, the matches are to be played in Hongkong. But it is quite time to get busy at the nets if we want to win interport honours.

After 5.30 p.m. the weather is cool and ball-an hour practice at the nets a day will enable the likely candidates to develop form, so that when the actual selections are made, the Hongkong team will not only have a first-class team, but several reserves to choose from in an emergency.

It is rather early in the day to suggest a likely team to represent Hongkong. The Colony possesses several first-class batsmen, good bowlers and fielders. From past observation, however, the lack of a good wicket-keeper in the Colony has been prominent and this is sure to trouble the selection committee considerably.

With regard to the Interport Tennis, the Hongkong Lawn Tennis Association, a new organization, has the matter in hand. Shanghai has not given a definite promise to send representative tennis players, but will be glad to do so if it can be managed. A letter to that effect has been received. No statement has been made yet as to the number of players, or under what conditions the games would be played. The Hongkong Association has recommended the doubles pairs and singles players. The association has a meeting held on Monday, devoted to formalizing a team from Shanghai, this autumn.

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JAPAN AND THE CONSORTIUM

A STATEMENT BY MR. LAMONT.

Mr. Lamont, has addressed the following letter to the Editor of the N.Y. Daily News:

Sir,—An editorial from your valued publication has been recently quoted to me as questioning the full withdrawal by Japan of her reservations as to Manchuria and Mongolia and her entry into the Consortium upon the same terms as the other banking groups. This whole matter is of such vital interest to the Chinese people and to the whole Far Eastern situation that I think it important that a full and accurate statement should be made on this particular point.

The original agreement as to the Consortium was drawn up and signed at Paris in May, 1919, by all the banking groups, American, British and French. The Japanese reservation was subject only to the approval of their respective governments. In the case of the American, British and French Governments this approval was promptly and completely accorded. The Japanese reservation, however, was qualified by a statement, under the instructions of its Government, that it was obliged to reserve from the scope of the Consortium all Japanese enterprises in Manchuria and Mongolia. Such reservations were not agreeable to the other banking groups, as they constituted an obstacle to the full and free partnership in the Consortium. They were, as the event proved, not agreeable to the Western Governments on the ground that any such reservation might possibly in the future be construed by Japan as admitting certain political sovereignty in the regions referred to.

One of the prime objects of my visit to the Far East was to discuss the whole subject with the Japanese Banking Group and also with the members of the Japanese Government, and ascertain definitely whether the Japanese Group was to enter the Consortium on the same conditions as the other groups. Following my second visit to Tokyo, subsequent to my stay in China, the matter was happily and finally arranged. The Japanese Banking Group, with the approval of its Government, withdrew the original reservation in which the reservations of the American, British and French Banking Groups, the Japanese Group's letter, I took occasion to point out, that in accordance with the spirit and letter of the agreement arrived at in Paris, certain railway projects in South Manchuria, upon which the Japanese had already made substantial progress, should not fall within the scope of the Consortium.

Upon the occasion of my first visit to Japan in March, I found there a real apprehension lest the Consortium should plan to undertake certain operations in the provinces of Manchuria and Mongolia that would tend to prevent Japan securing from those regions such supplies of food and raw materials as were necessary to her economic existence. Of course, as I pointed out to the members of the Japanese Banking Group, the Consortium has, as yet, no plans whatsoever with respect to the regions in question. What we have simply been attempting to do is to get together, on the basis of co-operative action in China, and the working out of a complete programme is a matter that will take a long time. As the meeting in New York next October, when the representatives of all four banking groups are to be here, for London, Paris and Tokyo, we shall be able to discuss all these matters. But, of course, as I said frequently during my stay in China, it will hardly be possible to make substantial progress in any direction unless we are assured of the goodwill and co-operation of the Chinese people. During the period of my stay in China I received so many expressions of confidence along this line from Chinese men of affairs, that I am convinced that they earnestly desire the Consortium to function. Of course, it goes without saying that the present reports of serious fighting in the North, with which our press is filled, are a great handicap to the construction of any definite programme looking towards the assistance of China in stabilizing her economic and financial situation.

I venture the foregoing comments, although the primary object of this letter to your valued publication is to make clear the fact that Japan's withdrawal of her reservations with respect to Manchuria and Mongolia, and her entry of her banking group into the Consortium, were without qualification, I am, etc.

THOMAS W. LAMONT,

22, Wall Street, New York,

July 20th.

VICEROYS OF INDIA

TIMES' ON MR. MONTAGU

The Times in a leader disapproved the memorial promoted by Tagore. It submits that the post of Secretary of State for India and Viceroy should be not exchangeable and contends that if the precedent is now created (future secretaries of state might be tempted to imitate a policy of control so as to facilitate his subsequent selection as Viceroy). On the other hand, a Secretary of State who had previously been Viceroy might regard himself as still Viceroy in all but name. The paper further argues that no Secretary of State ought to visit India during his term of office, save in the most exceptional circumstances as when Lord Curzon accompanied the King-Emperor for the Durbar. Tactful management of that visit had no untoward results, but although relations between Mr. Montagu and Lord Chelmsford were excellent, and the former scrupulously observed the prescribed partial eclipse, the Viceroy inevitably suffered a severe blow from which he has never quite recovered. A far more potent reason is that no man can be chosen as Viceroy who has drifted, however accidentally, into a contentious position upon current Indian controversies. The Times mentions the Montagu-Chelmsford reforms and the latter's question and thinks that however much Mr. Montagu might try to be entirely impartial, as might Viceroy, large numbers of people in both India and British India would hold a very strong contrary view.

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having arrived from the above ports, Consignees of Goods are hereby informed that all

Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 3rd Sept., 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 3rd Sept., 1920, at 10 a.m. Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JAMES MATHESON & CO., LTD., Agents.

Hongkong, August 27th, 1920. 1333

NOTICE TO CONSIGNEES

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The Steamship "BENLEDI"

CONSIGNEES OF CARGO are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Sept. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined by the 2nd Sept. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, August 27th, 1920. 1337

STOUTENBERG & DIXON, (INC.)

NOTICE TO CONSIGNEES

FROM SEATTLE

THE Steamship "DEUEL"

having arrived from Seattle via ports, on August 30th, 1920, Consignees are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged Cargo is to be left in the Godowns where it will be examined at 10 a.m. on September 6th, 1920, by the Company's Surveyors, Messrs. Carmichael & Clark.

All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the Goods have left the Godowns and Cargo undelivered on and after September 6th, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STOUTENBERG & DIXON, INC., Agents.

1st Floor, Kowloon Building, 12, Des Voeux Road, Central, Hongkong, August 30th, 1920. 1334

AMERICAN AND MANCHURIAN LINE

NOTICE TO CONSIGNEES

FROM NEW YORK

THE Steamship "KANSAS"

having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Sept. 6th, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before Sept. 12th or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on Sept. 6th at 10 a.m. by the Company's Surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, August 30th, 1920. 1403

NOTICE TO CONSIGNEES

The Steamship "HUNGARIA"

FROM TRIESTE, VENICE, BRINDISI, PORT SAID, COLOMBO, PENANG & SINGAPORE

CONSIGNEES OF CARGO are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Aug. 30th.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Aug. 6th, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before Sept. 16th, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on Sept. 6th at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, Aug. 30th, 1920. 1402

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION

TIENTSIN, CHIFU & NEWARK

SHANGHAI, YOKOHAMA & KOREA

SHANGHAI, MANILA & CANTON

NANKING & CALCUTTA

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta via Hongkong, Penang, and Singapore, calling at Shanghai and Hongkong.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze ports. Goods are carried by rail to the ports of departure.

MANILA LINE—A weekly service maintained with 7 ships by route via Hongkong, Penang, and Singapore, calling at Swatow, Amoy, and other ports.

HAIPHONG LINE—Sailings approximately every 10 days between Haiphong and Hongkong, calling at Swatow, Amoy, and other ports.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Sandakan, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chong.

OCHONGSHING Wed. 1st Sept. 3 p.m.

FOOSHING Wed. 1st Sept. 6 p.m.

KWONGSANG Thurs. 2nd Sept. 11 a.m.

FOOKSANG Thurs. 2nd Sept. 11 a.m.

CHONGHANG Fri. 3rd Sept. 11 a.m.

LOONGHANG Fri. 3rd Sept. 11 a.m.

NAMSANG Thurs. 3rd Sept. 11 a.m.

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Telephone No. _____
 Hotel Name _____
 Cable Address "BO-ANG"

VICKERS-PETTER SEMI DIESEL CRUDE OIL ENGINES



SIMPLICITY—
RELIABILITY—
ECONOMY

A STANDARD SERIES

**FOR WORKING ON CRUDE &
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 PETROLEUM MANUFACTURED
 FOR BOTH MARINE AND LAND
 USE FROM**

**100 H.P. VICKERS-PETTER
 SEMI-DIESEL LAND TYPE ENGINE**

10 TO 450 H.P.

For further particulars apply to—
WM. C. JACK & CO., LTD.
 14, DES VŒUX ROAD CENTRAL, HONGKONG.
SOLE AGENTS FOR HONGKONG AND SOUTH CHINA

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CHINA-AUSTRALIA MAIL S.S. LINE.

“**HWAH PING**” September 15th.
 “**VICTORIA**” October 1st.
 For Freight and Passengers apply to—
THE CHINA & AUSTRALIA S.S. CO., LTD.
 Agents
 113, Cross Street (Near Central).

**KONINKLYKE PAKETVAART
MAATSCHAPPY.**

THE STEAMSHIP
"VAN WAERWYCK"
 will be despatched **September 25th**
TO SINGAPORE PENANG AND BELAWAN DELL
 This vessel offers excellent cabin accommodation for saloon passengers.

Wireless Telegraphy.
For Freight and passage apply to—
JAVA-CHINA-JAPAN-LYN,
Telephone No. 1574. Agents.

ASIA BANKING CORPORATION
AN AMERICAN BANK

Capital \$4,000,000. Surplus \$1,100,000.

HEAD OFFICE: NEW YORK, U.S.A.

BRANCHES:

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Interest allowed on Current Savings Accounts and Fixed Deposits in
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Acting Manager.

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HEAD OFFICE: No. 2, Queen's Road Central.
 Paid-up Capital \$2,000,000.00
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Directors:
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 Mr. CHOW HONG SON, Mr. KEE TUNG PO.

MR. DEWEY CHUNG — **MR. HONG CHING**
MR. CHAN CHING — **MR. CHAN CHING**
MR. P. K. KONG — **MR. CHAN CHING**
MR. N. C. CHUNG — **MR. CHAN CHING**
Chief Manager — **MR. TUNG P. K. KONG**
Assistant Manager — **MR. TUNG P. K. KONG**
Secretary — **MR. TUNG P. K. KONG**
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Interest allowed on Current Deposits

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1919

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Dominions

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 "Printers," 17, at 10, Des Voeux Road, Central Victoria, HONGKONG.
 OFFICE: 181, Fleet Street, E.C.

100

100

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

"GENERAL GEORGE" ... 19th Nov.
Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, MOZAMBIQUE, DURBAN (Natal), EAST LONDON, PORT ELIZABETH, and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE LTD.
Managing Agent

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON ... "KANRAS" ... 10th Sept.

LONDON ... "SWAZI" ... 30th Sept.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Messrs. C. N. C.

THE BANK LINE LTD.
General Agents

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SHANGHAI	"SINKIANG"	On 2nd Sept. Noon.
SHANGHAI AND TIENTSIN	"KUEICHO"	On 4th Sept. 4 P.M.
SHANGHAI AND TIENTSIN	"YINGCHOW"	On 4th Sept. 4 P.M.
HOIHOW, PAKHOI, HAIPHONG	"KAIFONG"	On 5th Sept. 9 A.M.
AMOI, SHANGHAI, PUKOW	"SZECHUEN"	On 7th Sept. 10 A.M.
SWATOW & RANGKOW	"CHUSAN"	On 7th Sept. Noon.
SHANGHAI	"SUNNING"	On 9th Sept. Noon.
SHANGHAI & TIENTSIN	"CHESAN"	On 11th Sept. 4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS, and CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all ports and Northern China. Passengers are landed in Tientsin, avoiding the inconvenience of transshipment at Wupeikang.

SHANGHAI LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passenger apply to—

BUTTERFIELD & SWIRE.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in saloons and cabins and excellent catering.

FOR

SWATOW, AMOI AND FOCHOW

AND RETURN

(Occupying 8 to 10 Days)

"KAIHONG" ... Capt. W. C. Fennell (FRIDAY) 2nd Sept. at 2 P.M.
"KAIHONG" ... Capt. A. E. Gorman (TUESDAY) 7th Sept. at 2 P.M.
"KAIHONG" ... Capt. J. B. Thomson (FRIDAY) 10th Sept. at 2 P.M.

Arrivals and Departures from the Company's Wharf (near State House).

For Freight and Passage, apply to—

DOUGLAS LAFRAIR & CO.,
General Managers.

LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers

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Don Edwards ... Capt. L. H. ...
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Through Bills of Lading to all U.S. and Canadian Overseas Ports to Transshipment on route.

Head Office—Los Angeles, Calif. Hongkong Office—Prince of Wales, House 14.

Branch Office—Kobe, Shanghai. T. H. 1008.

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P. & O. - BRITISH INDIA

APCAR AND EASTERN &

AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES.

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA.

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

SS.	Ton.	From Hongkong (about)	Destination
"JYPORE" (Cargo)	7,400	15th Sept.	Marseilles, London & Antwerp.
"DILWARA"	5,400	15th Sept.	Singapore, Colombo & Bombay.
"KHIVA"	5,000	15th Sept.	Marseilles, London & Antwerp.
"NANKIN"	6,900	15th Sept.	Marseilles, London & Antwerp.
"KARAGAR"	6,900	20th Oct.	Marseilles, London & Antwerp.
"ALFPORE"	5,800	20th Oct.	Marseilles, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

"JAPAN" ... 7th Sept. ... Rangoon & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

SS.	Ton.	From Hongkong (about)	Destination
"KANOWNA"	7,000	20th Sept.	Sandwich, Thursday Island.
"ST. ALBANS"	4,400	20th Oct.	Cornwall, Newcastle, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

SS.	Ton.	From Hongkong (about)	Destination
"TANDA" (Cargo)	7,000	2nd Sept. 11th Sept.	Shanghai & Japan.
"KAWOWNA"	7,000	7th Sept.	Shanghai & Japan.
"NANKIN"	6,900	7th Sept.	Shanghai & Japan.
"GREGORY APCAR"	4,800	11th Sept.	Shanghai & Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS

Tickets interchangeable. 1st Class Passengers may travel by R.M.S. Company's steamers between Hongkong and Calcutta or Singapore and Madras in lieu of the section of their P. & O. tickets Singapore to Calcutta.

All Outlets are fitted with Electric Fans for the comfort of passengers. Baggage and Luggage are liable to be cancelled or altered without notice. Passengers' Messing not more than 100 lbs. will be received at the Company's Office up to 100 lbs. on the day previous to sailing.

NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godown for examination by the Consignee and the Company's Surveyors. Messrs. G. Mackinnon & Co., Ltd., at 10 A.M. on MONDAY and TUESDAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to MACKINNON, MACKENZIE & CO., 22, Des Voeux Road Central, HONGKONG.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, ANTWERP, ROTTERDAM & HAMBURG

Monthly service via Singapore and Port Said.

"ALPS MARU" (Call Marseilles) ... Tuesday, 7th Sept.

"ATLAS MARU" ... Saturday, 12th Sept.

BUENOS AIRES, RIO DE JANEIRO, SANTOS

MAURITIUS, DURBAN and CAPE TOWN

SINGAPORE.

"CHICAGO MARU" ... Thursday, 24th Sept.

"CANADA MARU" ... Tuesday, 22nd Oct.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"INDUS MARU" ... Friday, 10th Sept.

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.

"KUNASHI MARU" ... Thursday, 2nd Sept.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KUNASHI MARU" ... Friday, 25th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chinese, Milwaukee and St. Paul Railway.

"ARABIA MARU" ... Monday, 27th Sept.

SAN FRANCISCO & NEW ORLEANS

"BORNEO MARU" ... Thursday, 2nd Sept.

NEW YORK—Regular monthly service via Japan, Port, S. Francisco, Panama and Colon Ports.

"HONOLULU MARU" ... Monday, 25th Sept.

NEW ORLEANS LINE

"BORNEO MARU" ... Thursday, 2nd Sept.

JAPAN PORTS—Mitsui Bussan Kaisha, Ltd. & Yokohama.

"GANGES MARU" (Call Yokohama) ... Friday, 2nd Sept.

KEELUNG, SWATOW & AMOI—Then onwards to Hongkong and other ports.

"KUNASHI MARU" ... Monday, 4th September.

TAKAO, SWATOW & AMOI.

"KUNASHI MARU" ... Thursday, 2nd Sept.

For sailing times and further particulars apply to Y. TABADA, Manager, No. 1, Queen's Building.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

STEAMERS	Tons	Leave Hongkong
"SHINTO MARU"	22,000	Sept. 6th.
"PERIA MARU"	8,000	Sept. 17th.
"KORWA MARU"	20,000	Sept. 20th.
"SINRIA MARU"	20,000	Oct. 13th.
"TENYO MARU"	22,000	Oct. 28th.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALIN.

OSU, BALBOA, CALLAO, MOLLEDO, ARICA & IQUIQUE

THROUGH BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

STEAMERS	Tons	Leave Hongkong
"ANYO MARU"	18,500	Sept. 9th.
"SHINTO MARU"	14,000	Nov. 9th.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager.

King's Building, Tel. Nos. 2374 & 2375.

Agents at Canton:

Messrs. T. E. GRIFFITHS, LTD.

(35)

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Displacement	Sailing Dates
SHANGHAI, KOBÉ & YOKOHAMA	"ARMAND BEHIC" 10,000	On or about 5th Sept.
	"FORTIOS" 10,000	On or about 4th Oct.

MARSEILLE via SAIGON, SINGAPORE, COLOMBO, DIBOUTI, SUZ	"ANDRE LEBON" 22,000	On or about 13th Sept.
PORT SAID	"PAUL LECAT" 20,000	On or about 24th Sept.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. HODENFUSER,

Agent, Queen's Building.

Telephone 740.



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Operating the following U.S. Shipping Board Steamers

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Through Bills of Lading issued to Overland Ocean ports.

For Freight and Passage, apply to

THE ADMIRAL LINE.

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PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" & "COLOMBIA"

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VIA SHANGHAI, KOBÉ, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

U.S. SHIPPING BOARD VESSEL

FOR SAN FRANCISCO

R.S. "WEST HIXON" ... September, 2nd, 16th, 30th, San Francisco, via Shanghai and Japan Ports.

HONGKONG-CALCUTTA SERVICE.

R.S. "LAKE GILFEY" ... September 1st, for Calcutta via Singapore, Penang and Bangkok.

R.S. "LAKE FIELDING" ... September 1st, for Haiphong, Singapore, Penang, and Bangkok.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through bills of Lading to Baltimore, Havana, Genoa, and South American ports.

For further information, apply to—

PACIFIC MAIL S.S. CO.

Cable Address: "PACIFIC MAIL"

Telephone 741.